

Can-Car Consolidates

The Canadian Car Co. Ltd. plant at Fort William, Ont., which employs some 900 people, will close this year. The news followed word from the government that the facilities for aircraft production will no longer be needed. Can-Car's Lakehead facility has been producing wing assemblies for Trackers and Otters as a major subcontractor to de Havilland Canada. Buses have also been in production at Fort William.

The company has stated however, that operations will be moved to Montreal, with the transfer expected to be made between June and December.

Can-Car, a subsidiary of the A. V. Roe Canada group, reports that it made an extensive study of operations following the government statement. In view of this, the company has decided to consolidate operations closer to its markets. Only this way could a competitive position be maintained.

Dowty Group Expansion

Dowty Equipment of Canada Ltd. announces that its parent Dowty Group in England has acquired two British manufacturing companies, Rotol Ltd., and Rotol's subsidiary, British Messier Ltd. Previously, these two firms were jointly owned by Rolls-Royce Ltd., and the Bristol Aeroplane Co. Ltd.

Rotol Ltd. is the largest variable pitch propeller manufacturer in the U.K. British Messier Ltd. manufactures under-carriages and special type hy-

draulic equipment. The factories of both these companies are located within a few miles of Dowty Group's headquarters in Cheltenham. By this acquisition, the number employed by the Dowty Group will rise by some 4500 to 10,500.

CARL Buys Phoenix

Canadian Applied Research Ltd. has recently taken over Phoenix Engineering Ltd., and will, in the next few months, move the bulk of its operations to the Lawrence Ave. plant built in Toronto by Phoenix a few years ago.

Jarry Hydraulics Incorporates

Jarry Hydraulics, formerly a division of Jarry Automobile Ltee, has been incorporated as Jarry Hydraulics Limited, it has been announced by Fernand Jarry, president of the new company.

Adalbert Jarry, a co-owner of both companies, becomes senior vice president in charge of finance. Leo Vadeboncoeur, formerly general manager, becomes a vice president and continues as general manager.

John Truran, becomes vice president and remains in his position as director of engineering and sales. Lucien Desnoyers, secretary and treasurer of Jarry Automobile, will also act in this capacity for the new company.

Con Diesel Ground Support

Consolidated Diesel of Canada has announced its recent appointment as Canadian distributor for the United Manufacturing Co., of Cleveland, Ohio. United produces trailer running gear,

axles, brake and steering assemblies for ground support equipment on the airfield. United Caravan Axles meet MIL specifications W-8005A, and are well-known in Canada. Final agreement on the details of the distributorship was made early last month.

U.S. Contracts for Canada?

Two American congressmen, Brooks Hays, and Frank Coffin, recently urged the U.S. Defense Department to consider—once again—giving Canadian manufacturers greater access to U.S. defence procurement contracts. Pointing out that Canada has decided to introduce the U.S. developed Bomarc anti-aircraft missile into its defence system, the congressmen noted that "if the Canadians are going to purchase from us, then we should in turn, permit them to participate in the components business."

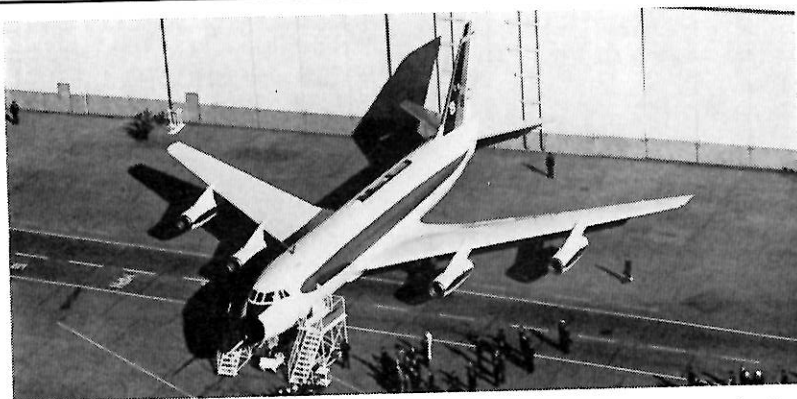
The report was made on completion of a 7000-mile tour the two congressmen made of Canada. They found close co-operation between the two countries in all defence matters. However, they also reported that there was considerable dissatisfaction in Canada with defence procurement.

"Since the Canadians have become aware that they will have to look more and more to the U.S. for the production of the more exotic and unusual weapons such as supersonic aircraft and missiles, the question is being asked why there is not reciprocal action by the United States in procuring components and parts from Canada . . ."

The two pointed out that although Canada can bid on U.S. defence contracts, Canadian manufacturers are seriously limited by the Buy American Act and by the limited circulation of U.S. bid solicitations. Although a Canadian manufacturer may have the capacity to bid, he may not be aware of the impending contract.

Field Mini-Printer

Field Aviation is developing and manufacturing a portable Mini-Printer for use by the survey crews of the Photographic Survey Corp., of Toronto. This Mini-Printer will produce in the field a half-size strip print of the exposed film taken during the survey flight. Having this information available at the operating base will cut down considerably the amount of flying required to fill gaps. In conjunction with Mini-Printer, Field is manufac-



CONVAIR 880 ROLL-OUT: The gold-striped Convair 880 is shown leaving the San Diego plant of Convair two weeks ahead of schedule. This first aircraft does not contain standard passenger seating, instead, cabin interior is filled with ballast tanks and flight test instrumentation. The medium-range, 615-mph jetliner is expected to make its maiden flight very soon.